

programme including ozone measurement in Antarctica since 1981.

[English]

#### Exploration and Extraction of Minerals

378. SHRI DEO SINGH : Will the Minister of MINES be pleased to state :

(a) whether the air survey work has been expedited to boost exploration and extraction of minerals in the country;

(b) if so, the details thereof;

(c) whether the exploration work of minerals has been assigned to some foreign companies; and

(d) if so, the details thereof ?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (d) Geological Survey of India (GSI) is engaged in airborne geophysical surveys to boost exploration of mineral deposits including hydrocarbons and groundwater. The airborne survey maps are also utilised to refine the geological maps. Multisensor and aeromagnetic surveys using GSI's Twin Otter Aircraft has been taken up in parts of Tamil Nadu, Karnataka, Andhra Pradesh, Orissa, Haryana, Rajasthan, Uttar Pradesh, Bihar and Madhya Pradesh covering a total of 1,91,929 line km. from 1988 till June, 96. There are three types of airborne surveys conducted by GSI (i) multi-sensor surveys in selected blocks using Twin Otter Aircraft to GSI; (ii) Aero-magnetic survey for refinement of geological database and oil exploration by GSI's Twin Otter Aircraft; and (iii) Regional Aeromagnetic surveys under National Programme.

In order to give further impetus to exploration through aerial survey the Government has issued guidelines in October, 1996 under which large areas upto 5000 sq.km. for a single Prospecting Licence Subject to the condition that total aggregate area held by one single Company should not exceed 10,000 sq.kms. for the whole country can be granted. The grant of large area for such aerial prospecting is linked with schemes for relinquishment and to a minimum expenditure commitment or specific physical targets. The Government has recently granted 9 (Nine) Prospecting Licences for large areas to 3 Companies (Hindustan Zinc Ltd./multinational companies.

[English]

#### Power Production in Private Sector

379. SHRI N. DENNIS :

SHRI PRABHU DAYAL KATHERIA :

PROF. P.J. KURIEN :

SHRI R. SAMBASIVA RAO :

Will the Minister of POWER be pleased to state :

(a) whether the Government have considered to review a Private Sector Power Policy which has failed to take of in any significant manner;

(b) if so, the main reasons for the same;

(c) whether any overhauling of power policy is being considered; and

(d) if so, the main changes that are being considered ?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH) : (a) and (b) In the context of scarcity of resources in the State/Central public sector for capacity addition in power generation, a policy to encourage private sector participation was formulated in 1991 and is currently under implementation. The policy is reviewed from time to time to make it more effective.

(c) At present, the Government is not contemplating any overhauling of the private power policy.

(d) Does not arise.

#### Setting Up of Power Project with German Assistance

380. SHRI SURESH PRABHU :

DR. T. SUBBARAMI REDDY :

SHRI G.A. CHARAN REDDY :

SHRI R. SAMBASIVA RAO :

SHRI YELLAIAH NANDI :

Will the Minister of POWER be pleased to state :

(a) whether the major German power giants have offered to set up two show case 1000 MW power projects in India with German Export credit at competitive tariff rates and fuel supply arrangements;

(b) if so, whether the Government have accepted the offer;

(c) if so, whether any agreement in this regard has been reached;

(d) if so, the details of terms and conditions thereof; and

(e) the time by which these projects are likely to be finalised and the power to be generated from these projects ?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH) : (a) No. Sir.

(b) to (e) The offer made by the German companies is under examination.

#### Train Accidents

381. SHRI BASUDEV ACHARIA :  
SHRI RUPCHAND PAL :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of train accidents and derailments took place during the months of May and June, 1997 zone-wise;

(b) the reasons for such accidents and derailments; and

(c) the steps taken to minimise the recurrence of such incidents in future ?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Zone-wise information regarding number of consequential train accidents during May and June, 1997 is as under :

Central 21 (17), Eastern 6 (5), Northern 12 (6), N.E. 5 (3), N.F. 1(1), Southern 10(8), S.C. 12(10), S.E. 14(12), Western 6(6), Konkan 2(2), Total 89 (70).

Note : Figures within brackets pertain to derailments.

(b) Main causes of these accidents were human failure, equipment failure, sabotage and incidental factors.

(c) Some of the measures taken to improve safety and prevent accidents are as under :-

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the signalling circuitry is being carried out to minimise chances of human errors in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Bombay suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axle.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

(xii) Refresher courses regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drivers are conducted to inculcate safety consciousness among the staff.